

UTAH, BIGGEST WARSHIP, GOUGED IN COLLISION

Pierced Above and Below the
Water Line by Freighter
in Bay Fog.

BELL MISTAKEN FOR BUOY

Crack Fighter Badly Damaged;
Will Go to Navy Yard
To-day.

The battleship Utah, crack ship of the navy and the largest warship in commission in the world, was run into by the British steamship Concorde, chartered by Grace & Co., in the smelter off Tompkinsville at 3 o'clock yesterday afternoon. The Utah was at anchor and the Britisher was bound out.

The Concorde struck her nose into the port side of the battleship as the Utah lay in her bow pointed toward the Long Island shore. The Utah received the blow on her bow plates, five-eighths of an inch thick, above the water line, and opened up another hole about fifteen feet below the water line through which the water poured. Fortunately this hole was made at a point where the port trimmings are. That is a tank used in trimming the ship water being let into it in case her bow rides too high.

Through the hole in the plates of the battleship below the water line the water poured into this tank, which was about two-thirds full at the time of the accident. The tank virtually acted as a collision bulkhead and the ship was no danger of sinking. It will not be known until to-day exactly how serious the damage is to the battleship below the water line. The other hole in her plates is about fifteen feet above the water line, the big steel plates being cracked wide open at that point, showing a gap about five inches wide.

The Concorde, hooked into the big sheet anchor drawn up to the hawsepipe, hung there for five minutes, while the crew of the battleship was hurriedly called to collision quarters. Then she backed away and disappeared in the fog. She anchored subsequently about 800 yards away. As might be expected, the impact when she struck the 21,225 tons of steel battleship had done her the most harm. Her prow had been bent to one side as if made of tin and her forequarters filled with water. It was found that she could keep afloat with the aid of her pumps, but she was away down at the bow last evening and bore evidence of being in a rather sorry plight.

Aboard the Utah the opinion was expressed last evening that the damage was serious, though no one cared to estimate it. She will be taken to the Brooklyn navy yard to-day.

The accident appears to have been due to the fact that the Concorde mistook the Utah's fog bell for a bell buoy which marks the channel of Tompkinsville. Capt. Purdy of the Concorde said that the strokes of the Utah's bell corresponded almost exactly to that of the bell buoy and that just when he expected to discern the buoy he found himself headed right for the side of the battleship.

The fog alternately lifted and settled off Tompkinsville yesterday afternoon, but at the time of the collision it was very thick. The Utah and the Florida, belonging to the first division of the Atlantic fleet, arrived here on Sunday afternoon for target practice off Fort Mifflin. The Utah was to have gone to the navy yard to-day. As she lay at anchor she was about three hundred yards astern of the Florida, which was about opposite St. George.

It was flood tide at 3 o'clock when the Concorde was feeling her way through the fog, bound for the west coast of South America by way of the straits, and heavily loaded. According to Capt. Purdy she was blowing her horn at anchor and had no idea she was near when she heard the bell. Almost at the first sound of the bell the Concorde's engines were stopped, but it seemed not more than a few seconds when the side of the Utah loomed up in the fog.

Capt. Purdy tried to back, but it was too late and the Concorde drove into the Utah's bow with a crash that was heard on the Florida and even by those on shore. The blow shook the Utah from stem to stern. Commander B. Bassett, her executive officer, was in his cabin. He rushed forward and saw the other ship hanging to the Utah's side. There came through the fog then to the other craft in the vicinity the sound of the big battleship's siren causing tremendous excitement, especially aboard the Florida, Admiral Worden's flagship. Boats were lowered from her and they made as fast as they could for the sister ship.

It took only a few minutes to convince the Utah's officers that she was in no danger. In the meantime the Concorde had backed away in the fog without revealing the extent of her own damage.

The navy goes ashore in an emergency of that kind very swiftly. It was the work of only a few minutes to appoint a board of investigation made up of Commander Jay Sypers of the Florida and Lieut. Wainwright and Carpenter Feaster of the Utah. This board in the Florida's launch together with a launch and a whaleboat of the Utah immediately set about to find the other ship in the vicinity. When they had located her an invitation was extended at once to her skipper and pilot to repair immediately to the Utah and appear before the board at a formal session. Capt. Purdy did so, after first going ashore and telephoning Grace & Co. what had happened.

Commander Bassett told reporters last evening that it would be manifestly improper for him or any one else aboard the Utah to place the blame for the collision upon the report of the board had been sent to Washington. He took the reporters up forward and showed them the crack in the Utah's side through which the water poured. The heavy steel plates looked as if they had been cut open with a knife.

It is amazing that that ship could have done so much damage," he said. "The heavy steel plates looked as if they had been cut open with a knife. It is amazing that that ship could have done so much damage."

Capt. Purdy said that it seemed to him as if the Utah was lying pretty far out. "Her fog bell is nothing like the fog bell of the ordinary ship," he said. "The strokes were about forty seconds apart and I would defy any one to tell it from that of the buoy. We had stopped our engines some time before we hit the Utah and were expecting any minute to come up to the buoy here. Of course I'm sorry it happened. We are full of water forward and will have to go somewhere in the morning."

Aboard the Utah they were feeling pretty bad last night at the sight she presented, especially because she had sailed into port the day before believing that

A Warm House means Comfort and Content—Cold homes are not necessary if Richardson's Boilers and Warm Air Heaters

are used—They will
heat when others fail.
Thousands of Houses
are successfully heated
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she had broken all of the world's records at target practice at Old Point and that when the results of the Florida's trials were figured up it would be shown that the Utah was the best ship on speed.

The Utah is in command of Capt. W. S. Benson. She was commissioned in August last. She was launched December 23, 1909. She and the Florida are the two most powerful ships of the navy, and at her speed trial last month the Utah made an average of 22 knots, breaking the record for the navy. She cost more than \$1,000,000.

NINE MEN HOLD UP ACTRESS AND ESCORT

Three Prisoners and Miss Hazel
Wilson's \$100 Diamond
Brooch Secured.

Two detectives hanging around Lavery's pawnshop at 277 Third avenue yesterday morning picked up their ears when a man came who wanted to know if he could raise \$1,500 on a diamond brooch.

"What's it worth?" asked Detective Collinge.

"About \$100," said the man behind the counter. The man explained to the detectives that another man "had given it to him." He said he guessed he could find the man. The detectives went with him to the basement of 100 East 123rd street. They found Melville Krumvich, a steamfitter of 115 East 123rd street, who the guide, who was Peter Krumvich, a driver of 104 East 123rd street, described as "not the man."

"Well, where is he?" asked Detective Lagarene.

"Might be out the window," said Krumvich. Collinge went out into the back yard and found Michael Brennan, a driver, of 1741 Park avenue, who he believed was the man who had given the brooch to the man who had come to the pawnshop.

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WARRANTS ISSUED FOR ALLEGED MARSH SLAYER

William A. Dorr, Fiance of a Relative
of the Murdered
Man, Accused.

FIND HIS AUTO AND RIFLE

Went to Boston From California
Recently and Was Seen
With Victim.

LYNN, Mass., April 15.—The discovery in Boston to-day of the automobile which was used in this city by William A. Dorr of Stockton, Cal., just prior to the murder last Thursday of George E. Marsh, the wealthy soap manufacturer, with a repeating rifle and a box of cartridges, which was seen in the hands of two witnesses being sworn out by Chief of Police Burkes this afternoon.

Both warrants charge Dorr with the murder of Mr. Marsh, but in the second one the name "William A. Dorr" is substituted for that of Dorr, it being the alias the California man used both in Boston and in Lynn.

Dorr was last seen at the South Station in Boston about 11 o'clock Thursday night, and the police of that city believe that he took either the 11:15 P. M. train for Albany or the 11:30 P. M. train for New York by way of Springfield.

The tip agent says that night that he did not recall seeing any tickets for the far West that night or seeing any one agreeing with Dorr's description. The local police believe that Dorr is somewhere in Maine and have two inspectors in that State hunting the suspect. Chief Burkes bases his belief as to the whereabouts of Dorr on the fact that he told Mrs. Jennie York, with whom he roomed, that he had a sister in Maine and was going there to see her.

The police believe the crime had something to do with the estate of which Mr. Marsh was executor, the beneficiary being Miss Orpha Marsh of Stockton, an adopted daughter of James E. Marsh, who was killed in the murder of Mr. Marsh and lived at her home.

Dorr was first in Boston on Thursday, stopping under the name of "William A. Dorr" at the Boston hotel. A week ago last Thursday he was in Lynn and engaged a room at the home of Mrs. York, saying he was a moving picture man. Of Mr. York, a driver of 104 East 123rd street, described as "not the man."

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HARVARD GETS FIFTEEN RUNS.

Crimson Reputation Frightens Catholic University.

WARRINGTON, April 15.—Catholic University baseball team suffered a bad case of stage fright against Harvard to-day and lost to the Crimson, 15 to 2. Chief Greene was knocked out of the box after the first inning for being too nervous. Harvard, held his opponents safe until the ninth, when he weakened a trifle and allowed two runs.

Harvard team did not look impressive, but they hit the ball hard and timely. Greene, lighting double play by the Crimson infield killed several likely looking batting rallies.

The score:

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TO CONFER ON SPEED LAWNS THE CITY NEEDS

Police, Aldermanic and Other
Heads Meet To-night at
City Club.

A. C. A. MEETING DELAYED

Once More Special Meeting Must
Go Over, as Compromise Re-
port Is Not Yet Ready.

A conference that has for its object considering of the speed laws—if there are such in this city, so as to make them better fitted to protect life and property in the streets, will be held to-night at the City Club, 45 West Forty-fourth street. There are fourteen persons invited—Chief Magistrate William C. McAdoo, Ralph Folks, leader of the majority in the Board of Aldermen; Frank L. Dowling, minority leader of the same; Otto C. Gelber, chairman of the Aldermanic Committee on Police; Police Commissioner Waldo, Conde Nat, president; Frederick H. Elliott, secretary, and Joseph Tracy, technical committee of the Touring Club of America; M. J. Hudington, Police Commissioner; J. B. Plummer, Automobile Dealers Association, Inc.; J. P. McDonald, president, Society of Automobile Engineers, and Foster Gilroy and C. R. McMillen.

Whether the city needs a speed law setting definite limits is one thing that the conference will discuss. The Chief Magistrate likely will be able to explain to the conferees the conflict of ideas and opinions on the speeding cases as they are now handled by the courts.

There are many points that such a conference may discuss which may lead to something like a uniform treatment of the automobile question.

The much postponed special meeting of the Automobile Club of America, which was set for March 21 originally, and has been moved along since at odd intervals because of reports of the compromise committee was not yet ready, and will be held to-night either, or rather it will meet and go over for about a week more. The cause of it all is that the report of the compromise committee is not complete.

Walter E. Bunnell.—The most recent information on the subject is that New York chauffeurs are not questioned in New Jersey when they drive cars into New Jersey.

New Jersey licenses over there. And they will not be as long as New Jersey chauffeurs are not questioned in New Jersey.

As far as New York is concerned, New Jersey chauffeurs are all right, because they are not questioned in New Jersey.

Should get just such privileges as New York drivers get in New Jersey. What about the privilege of driving in New Jersey?

It is too bad that this puzzle has been designed to clear up an unpleasant situation. The phrase "suburbanly similar" is a phrase that has a substantially similar meaning.

As there seems to be a general disposition to respect the spirit of the new law, chauffeurs ought to be let alone by both States.

The Firestone-Columbus car, which Lee Frayer drove last year in the first 500 mile race at Indianapolis, he will drive again on the Sea View track, May 20, on a machine that has been overhauled and re-built.

It has a four cylinder motor, 5 cubic inches, and is a very fast car. It is a very fast car.

Erwin Bergdoll, the Philadelphia driver, who won the last race at Sea View, will fall with a Benz car, has bought a Mercedes raceabout for his own use. Very likely he will drive it in the race.

An automobile man driver violated the local traffic rules at the Fifth Avenue track, and was fined \$100. He was fined \$100.

The policeman who gave the warning to the driver to stop, was fined \$100. He was fined \$100.

He did to the house, but the owner of the house said he wouldn't appear against him. He was fined \$100.

He thought of him. Therefore he was arrested. He was fined \$100.

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